

## 29 HURT IN CRASH.

Rear End Collision in Subway at 23d St. Station.

## POLICE SEEK MOTORMAN.

Crowd Displays Great Coolness at Critical Moment.

Lenox Avenue Local was Standing at Platform When Broadway Train Came Up Behind—Motorman of Rear Train Escaped Unhurt, and Nobody Knows Why He Failed to Stop—Suspicious Facts in His Day's Record—Several of the Injured May Die—Oakleigh Vanderpool, Former Yale Football Star, Averts a Second Catastrophe by Stopping Third Train—Traffic Tied Up.

At least twenty-nine persons were hurt, many badly, in a rear end collision between local trains in the subway at the Twenty-third street station last evening at seven minutes before 5 o'clock. It is not unlikely that several of them may die. A Broadway local, with one of Farley's strike breakers handling the controller, crashed into a Lenox avenue local that was standing at the station ready to take on passengers.

The motorman of the rear train was not hurt and he escaped. Passengers who got out of the smash-up uninjured saw him jump from the car, run across the tracks to the downtown side of the station and up the stairs.

John W. McManus, conductor of the Broadway local, was arrested and locked up in the East Twenty-second street station. He is one of Farley's men and gave his address as the car barns at 143d street and the Harlem River. He was brought here from St. Louis. McManus said he did not know the motorman's name or much about him save that he was a young fellow who came here with the Indianapolis detachment of strike breakers.

### Crowd Looking On.

The accident occurred when the station platform was jammed with people from the shopping district. They had been waiting about five minutes for a train when the Lenox avenue local of five cars pulled in, already crowded. It was train 335 in charge of Conductor Byer and Motorman Charles Minor of Louisville. The rear car was of steel, the one immediately in front was of the old wood construction. When the train came to a stop the rear car was far below the station platform that the guard did not trouble to open the gates.

Just as the gates of the other cars were about to be opened and the crowd on the platform was pushing forward, fighting for places, a whistle sounded from a train coming up in the rear. Right at that moment, before the crash came, the lights in the Lenox avenue train went out and every car was dark. This is a circumstance that the police were ordered by Inspector Walsh to investigate closely.

The first car of the Broadway local was steel and the second car of wood. The train was comfortably filled, not so crowded as the Lenox. It was running pretty fast, perhaps fifteen miles an hour, some estimated.

### When the Crash Came.

When it hit the dead weight ahead the impact sent it bounding back fifteen or twenty feet. The fuses of one of the other train burned out. There was a flash of green flame that blinded people on the station platform, and before they recovered themselves the cries of the injured fell upon their ears.

Save for two policemen standing at the side of the motorman's box, who were internally injured, no one was badly hurt in the Broadway train. The passengers were knocked out of their seats, however, the window glass was shattered and a number got slight cuts and bruises.

The blow drove the steel rear car of the Lenox avenue local against the wooden car with terrific force. Fifteen or twenty men had been riding on the platforms of these two cars and they were the ones who suffered most. The platform of the wooden car was crushed in and the back end of the car was shattered. Many of the injured were sitting or standing in the back part of this car. While the steel car resisted the impact and was little damaged save for a smashed platform, the passengers caught the full force of the collision. They were thrown against the sides of the car, hurled against seats and cut by broken glass.

### Wonderful Coolness.

In both trains the passengers were frightened and unnerved, but they behaved with remarkable coolness. The lights on both trains went out. The Broadway train went dark when the crash came, but several cool-headed men struck matches, held them up and called out for everybody to keep quiet, as the danger was over.

Oakleigh Vanderpool, a strapping young fellow who used to be a star on the Yale football team, picked himself out of the tangle of injured people in the rear car of the Lenox avenue train, got a red lantern from somewhere, ran clear around the Broadway train and flagged a third north-bound train that was coming up behind. Young Vanderpool, who is a son of Dr. Oakleigh V. Vanderpool, says that the third train would have run into the others if it hadn't been warned.

Roundsman Stanton of the East Twenty-second street precinct, on duty with a squad in the station, called for reserves and ambulances and turned in a fire alarm. Police officers holding themselves ready for instant call were on the scene in a few minutes. Inspector Walsh took charge of the

100 policemen who gathered. Engine company 14 was on hand quickly and helped the police take the injured out. Bellevue and New York hospitals sent ambulances.

### Caring for the Injured.

The police cleared the station platform of passengers first of all. The injured found in four cars, the rear two of the Lenox avenue train and the forward two of the Broadway, were treated by the doctors, so far as possible, right where they lay. Between the rear cars of the Lenox avenue train a dozen or more lay. Several were senseless, and it looked to the doctors at first as if they were dead. The others hurt were found in the cars. The doctors laid the wounded on the floor, attended them and sent them to ambulances or carriages as speedily as possible. A number even of those badly hurt insisted on being sent home.

Traffic on the northbound track was at a standstill for an hour and three-quarters. Occasional trains went south, but orders were given to hold them above Twenty-third street if possible. Also the Brooklyn Bridge and other important stations the delay caused by the wreck caused a crush that the police had much trouble in handling.

### Seeking the Motorman.

The Interborough company's detectives and two Central Office detectives were busy looking for the motorman last night. As the result of an investigation which the company made of the man's record, it was found that he had taken out a train in the morning and was making his third trip.

On the previous trip he ran a train past the City Hall station on the loop. This station, being on the curve, requires more power, and the tendency has been for men to run too slow. To run by the station, it was said, an unusual amount of power had to be turned on. The missing motorman was an experienced man and had worked with the Interborough company for years.

According to the despatcher's schedule, his train left the Bridge station on the trip on which the accident occurred at 4:39, just three minutes after the train ahead. This train got blocked at Twenty-third street and could be seen at Eighteenth street. It had four red lights on the rear platform, all of which were found after the accident.

There was nothing the matter with the brakes of the rear train. Besides this, by taking off his hand from the controller, he would have caused the train to come to a stop. Experts of the company sent out to make a thorough investigation reported last night that they could find no technical reason for the accident.

The motorman, to have escaped injury, it was said, must have stepped out of his box. Reports emanating from the strikers that the subway would be filled with accidents which would alarm the public have been accepted by the company as indicating possibly that this was a plan on the part of the strikers. They were, therefore, making every effort last night to find the missing motorman.

Chief Jencks, of the local union of the Brotherhood of Locomotive Engineers, was much incensed last night when he heard of the theory. He denied that the motorman was in any way connected with the strike.

"I characterize the story as a downright lie," he said.

Among the injured was Charles Bulkley Hubbell, a 125-year-old man, who lives at 125 East Twenty-first street. He was riding in the rear car of the Lenox avenue train. It is certain the lights went out in the train before the collision, he says, and that the mishap frightened the passengers. He was thrown against a seat and suffered a severe scalp wound.

Conductor Samuel T. Bradford of the Lenox avenue train, a Farley recruit from St. Louis, got four fingers of his left hand crushed. He was in the rear car. Irving Taylor of 2151 Fifth avenue, who was wedged in a window of the wooden car on the Lenox avenue train, was chopped out by his son Chester.

It took fifteen minutes for the firemen to rescue Herman Deutscher, of 34 Lenox avenue, who had both legs broken and was wedged under a seat.

The two patrolmen who were riding with the missing motorman were Edward Bohlen, of the Forty-fourth precinct, and James Cone of the Forty-ninth. Both were hurt internally. A curious feature of the wreck is the escape from injury of the motorman when these men were so badly hurt.

Following is a list of the injured obtained from the police and the hospital. Some are hurt so seriously they may die, but the doctors could not say last night what is the gravity of the internal injuries of several.

- ALEXANDER, JAMES A., 39 years old, 121 West 114th street; legs crushed; sent to Bellevue.
- BULKLEY, HUBBELL, C., 125 years old, 125 East Twenty-first street; injured about back and legs.
- BRADFORD, SAMUEL T., 26 years old, conductor of first train; fingers of left hand smashed; to New York Hospital.
- BOHLEN, EDWARD, patrolman of Forty-fourth precinct; internal injuries and dislocated shoulder; to New York Hospital.
- CONY, JAMES, compound fracture of both legs; sent to Bellevue.
- CONE, JAMES, patrolman from Forty-ninth precinct; internal injuries; to New York Hospital.
- CHAMBERLAIN, WILLIAM A., 17 years old, 523 West Forty-ninth street; compound fracture of right leg; sent to Bellevue.
- CHAMBERLAIN, WILLIAM O., 36 years old, Crotona, N. Y.; thigh fractured.
- DRAPER, MRS. E. E., 513 Broadway, contusions of hip; went home.
- HARPER, EDWARD F., 31 years old, 313 Broadway; contusion of hip; went home.
- FRIEDLER, CHARLES, 29 years old, 215 West 129th street; bruised back; went home.
- FRITZ, JOSEPH, 33 years old, 538 East 140th street; shoulder sprained; sent to Bellevue and St. Luke's.
- GRABER, H. B., 24 years old, 240 Riverside street, left leg crushed; to New York Hospital.
- HERZOG, H. J., 18 years old, 2013 Anthony avenue, Bronx; sprained right leg; went home.
- HOPKINS, C. N., 18 years old, 6344 102th street, cut out foot; went home.
- MURRAY, CHARLES BENJAMIN, 126 East Thirty-first street; cut back; went home.
- NEWMAN, JAMES, 19 years old, 101 West 12th street; injured back and internal injuries; home.
- NELSON, ANDREW, 42 years old, 128 East 114th street; left hip injured; to New York Hospital.
- NEWMAN, E. J., 25 years old, Manhattan; back crushed; to New York Hospital.
- OSTERMEIER, SAMUEL, 38 years old, 54 Lenox avenue; left leg fractured; to Bellevue Hospital.
- REYNOLDS, FRANK R., 31 years old, Greenwich; contusion of head; to Bellevue Hospital.
- ROBINSON, WALTER E., 16 years old, 163 East 141st street; hands cut; went home.
- SKOVITZ, JOSEPH, 33 years old, 1652 Madison avenue; contusion of right side; to Bellevue and St. Luke's.
- TAYLOR, HENRY, 36 years old, 103 East 114th street; thigh to Bellevue Hospital.
- STEWART, BELLA, 45 years old, 151 Fifth avenue; right arm cut from wrist to shoulder; went home.
- TAYLOR, RICHARD T., 45 years old, 341 West Fifty-eighth street; severe lacerations of face and scalp and probable fracture of skull; to Bellevue.
- YOUNG, MRS. BLANCHER CHARLOTTE COOPER, 821 First street, Yonkers; shock; went home.
- WESTON, ROSE, 28 years old, 221 West Twenty-eighth street; scalp wound; to New York Hospital.

## MAYOR FOR PEACE.

Calls On Both Sides to Arbitrate the Quarrel.

## STRIKERS SEND A REPLY.

Interborough's Answer Likely to Be Refusal.

Hint That \$1,000,000 Subway Bond and the Operating Lease Itself May Be in Peril if the Subway Is Not Fully Operated Within a Reasonable Time—The Mayor Offers Himself as Mediator, but Would Much Rather Appoint a Committee of Disinterested Citizens.

Mayor McClellan sent last night by special messengers letters to the officials of the Interborough company and of the strikers' organization offering his services in any way in which they might be acceptable toward bringing about an end of the strike. This is his letter:

"GENTLEMEN: As Mayor of the city, solicitor for the comfort of its people and the protection of its business interests, I beg to offer to you my services to act as mediator, arbitrator or in any capacity in which I may be instrumental in effecting an adjustment of the existing differences between the Interborough Rapid Transit Company and its employees, so that the complete operation of the railroads may be resumed at once.

"I am sure you realize that the present conditions, if continued, would do great injury to general business, great hardship to the travelling public and, in the light of experience, be a great incentive to disorder.

"The winter has been extremely severe upon the poor—the month is decidedly unpropitious for them, and fatigue and exposure now might prove a serious menace to life. It is upon this week coming population that such suffering would fall. Every intelligent and humane motive should prompt an effort at a satisfactory solution of the difficulty, nor should a sense of justice be absent from the consideration of the interests of the millions of our fellow citizens whose needs these roads were designed to serve.

"We are a civilized community, and it will not, I hope, be said of any of us that the rabidness of self-interest or of pride blinded us to the necessities of the whole people.

"While not insensible to the intensity of feeling on both sides, I earnestly hope that kindly intervention will not be declined.

"The suggestion which I have made—to act myself—is but prompted by a desire to show my willingness to serve. I would, however, much prefer to invite a number of disinterested citizens to undertake the task and submit to them the delicate and patriotic work. Respectfully,

GEORGE B. MCCLELLAN, Mayor.

"To the Interborough Rapid Transit Company and the Amalgamated Street Railway Employees and Electrical Workers, March 7."

"I hope," said the Mayor, "that my offer will be accepted by both sides. The strike is regrettable in many ways and especially because it puts out of use to a great extent the rapid transit railroad, which the city spent so many millions of dollars to build. The subway was built with public money and the public must be considered. As I have said in my letter, I will gladly act as a mediator or as an arbitrator, but if the offer is not accepted it will be the duty of the city government to try to bring pressure to bear in other directions for the maintenance of a proper service of trains in the subway."

It was stated at the offices of Mr. Bryan that the Mayor's letter had been received and that it would be referred to the executive committee of the company, which would decide upon the reply to be made to it, probably at a meeting to-day. While no statement could be obtained from any of the officials as to what the nature of the reply would be, it can be stated that it will be a flat refusal to arbitrate. The company's position, it can be said, is this: The men presented certain demands to one official of the company. They absolutely refused to go any further than this official and gave him just seven hours in which to answer yes or no. In doing so they took away from themselves the opportunity for arbitration. The men, having received an answer in the form they demanded, decided to strike. As they have taken this action the company's officials do not expect where it comes in for any one to expect the company to arbitrate, let alone compel any such action.

No visit was received from any representative of the State labor board, which is said to be on the point of offering to act as mediator, or from the Civic Federation.

### MUST OPERATE SUBWAY.

Company Liable for Forfeiture of Bond and Contract, Orr Says.

President Orr of the Rapid Transit Commission and Comptroller Groot, while they were attending a committee meeting of the Rapid Transit Commission yesterday, agreed that the board has all the power it needs under the terms of the contract with the Interborough company to insist upon an adequate train service in the subway.

"The commission," said Mr. Orr, "will A joint meeting of the joint executive committee of the strikers was held at 10:30 o'clock last night in Marlon Hall for the sole purpose of considering Mayor McClellan's letter. An answer was framed, but Mr. Pepper refused to make it public on the ground that the Mayor should first receive it. He wouldn't even say whether the executive board would consider the Mayor's offer to have the differences arbitrated. Early in the evening it had been said that the men were not inclined to accept the proposition.

wait a reasonable time for the operating company and its employees to adjust differences, but if it should be found that in consequence of these differences the public is being made to suffer the commission will undoubtedly step in. What the commission will probably do will be to serve notice on the company that it is not living up to its contract in that it is not providing a sufficient service of trains to meet the demands of the travelling public. It will be then for the Interborough company to provide the remedy, otherwise the commission will take action quickly."

It was explained by Mr. Orr and Mr. Groot that the commission, in the event of the company failing to comply with the demands of the board, could either forfeit the bond lodged by the company for the proper operation of the road or could terminate the company's operating lease.

### CIVIC FEDERATION AT WORK.

But Strikers Violated Their Own Rules by Not Seeing Arbitration.

Oscar S. Straus, vice-president of the National Civic Federation, said last night that members of the federation have been engaged for some time trying to prevent this strike and that committees are still engaged in an effort to bring about normal conditions. What the steps are he would not say.

Speaking personally he said that irrespective of the demands that have been formulated by the employees they have violated one of the cardinal principles of trade unionism and of their organization in not offering to submit their grievances to arbitration before resorting to a strike.

The constitution of the Amalgamated Street and Electric Railway Employees provides that the executive board's consent shall not be given to a strike order without first offering arbitration. Its preamble provides for the encouragement and practice of conciliation and arbitration in the settlement of all differences between labor and capital. It is upon these expressed principles that Mr. Straus based his remarks.

August Belmont is president of the Civic Federation.

### RAN WILD AROUND CURVES.

Old Story of a Scared Motorman on West Side Elevated—Falls on Train.

An elevated railroad train ran wild last night on the West Side, starting at the Ninety-third street station, rounded the high curves at 110th street at full speed and caused the passengers nearly to die. It was finally stopped at 116th street. A policeman in one of the cars says he had to grab the trembling motorman, who had forsaken his controller, and force him to turn off the power and apply the brakes. Some of those who heard this story commented to the effect that the removal of the motorman's hand from the controller should have stopped the train. If the story was true as told, they said, there must have been something wrong with the controller.

The train left the Ninety-third street station at about 9:30 o'clock and was crowded with passengers, many of whom were frightened. It started with a jump that threw the standees into the laps of those who had seats.

As it approached the station at 104th street its headway was not slackened a bit. The women began to scream and many ran toward the doors.

One of the passengers was Roundsman Dippold of the West 104th street station. He ordered the guards to keep the doors closed and then made his way to the front car. As he was doing so, the five car train swung around the 110th street curve probably faster than any train ever went around before. It dashed on and took the second curve the same way. According to Dippold the cars seemed to be running for a moment on two wheels.

Dippold says he found the motorman in the middle of the first car, with nobody in the cab which he had vacated.

"Where are you going?" asked the exp. "I can't control the blasted thing," Dippold says the motorman replied. "I'm going to a back car and try to jump at 116th street."

Dippold thought otherwise. He chased the motorman back to the controller, where he found the controller set at full speed. The policeman turned off the power, grabbed the motorman and made him apply the brakes, and the train stopped as it entered the 116th street station.

The motorman was so scared that he didn't want to get out of the cab in for about twenty minutes. Dippold did not make a formal report of the runaway.

### SUPPRESS DISORDER.

Commissioner McAdoo Injuncts the Police Not to Hostile in Using Force.

It was reported to Police Commissioner McAdoo, yesterday afternoon, that the police detailed to elevated railway stations were not preventing attacks upon men in charge of trains, and were not keeping the platforms clear of disorderly and riotous persons. He at once prepared and signed a general order which was sent out by Chief Inspector C. Wright to every precinct in Greater New York, last night. It read as follows:

"Any attempt at lawlessness, disorder or violence must be met and checked at once, even if it is necessary to use force and to make arrests.

"Captains and other officers in the disturbed districts must not hesitate at the first sign of a breach of the peace to use the full force at their command, and if need be to call on these Headquarters for assistance.

"Any failure to secure every citizen in his rights and to enforce the law and to preserve the peace will subject officers neglecting their duty to charges and a prompt trial."

### NATIONAL GUARD NOT NEEDED.

Gen. Roe Offers to Call Out a Regiment or Two—Told the Police Don't Need Help.

Major-Gen. Charles F. Roe, commanding the National Guard of the State, called on the Mayor yesterday afternoon to ask if the administration thought there was any need to hold back militia in readiness to assist in preserving order altogether to his Commissioner of Police, Gen. Roe then asked Gen. George F. Wingate to be in communication with Police Commissioner McAdoo, and the General at once sent his aide, Gen. Wingate, to the Commissioner.

Mr. McAdoo assured Gen. Wingate that he had no idea that the National Guard would be needed at any time, that the police were fully equal to the situation, and while perfect order nor lawlessness was anticipated, the department was fully capable of meeting it if it occurred.

## STRIKE HITS TRAVEL HARD.

But the Men Have Failed to Tie Up the Lines They Deserted.

## NUISANCE TO THE PUBLIC.

Subway Kept Running: Elevated Lines in Bad Shape.

Rowdism Hinders the Elevated Service—Accident at 23d Street the Chief Hindrance to Local Subway Travel—Express Trains Not Running—Better Conditions on the Elevated Promised for To-day—The Company Has All the Motormen It Wants, but Needs 1,500 Ticket Sellers Who Can Put Up Bonds—Strikers Have Displaced Their National Officers—Also in Trouble for Delaying the Mails—Power House Men Won't Go Out in Sympathy—Company's Clerks All Turn In to Help—Police on Trains—Militia Not Needed.

Suffering in body, mind and soul, loss in money and general disturbance and annoyance in every phase of life fell upon New York yesterday with the Interborough strike, which began on all the subway and elevated lines at 4 o'clock in the morning.

The worst feature of the day was a subway collision at Twenty-third street, in which nearly thirty people were maimed. But the town was demoralized, as it might well have been with 500,000 and more of its people compelled to go about their daily business in some other than their usual way.

There was no indication as to the ultimate issue of the struggle between the strikers and the Interborough Rapid Transit Company. The officers of the Interborough maintained that they had perfect confidence in their ability to win; they did not show the slightest indication that there was any probability that Mr. Belmont, who is in Florida, would not let them meet the strike in the way in which they had planned to meet it.

Pepper and Jencks, the strike leaders, on the other hand, issued manifestos declaring that the Interborough people were beaten already, that it was manifest that the imported green hands could not handle the enormous traffic of the roads, and that the public had already shown its disposition not to trust itself to such incompetency.

What the general public saw was that the elevated roads ran with the utmost uncertainty, with the trains anywhere from five minutes to an hour apart. The subway, except for a time after the Twenty-third street accident, kept up a fairly regular procession of local trains, which were well patronized; the express train service was abandoned.

### Rowdism by Strikers.

There were disorderly outbreaks along the lines all over town yesterday. The worst was at the 125th street station of the Third avenue elevated road, where motormen were so threatened and bullied that they did not always dare stop their trains. Several trainmen were pulled off their trains and kicked about eight o'clock of strikers rushed out of Sulzer's, Hagan River Park, where a meeting was going on, attacked a newspaper reporter on the ground that he was a spy and threw him on the elevated railroad tracks.

A towerman at Fulton street locked himself into his tower and was besieged by a former Interborough inspector with a revolver. There were minor incidents on many elevated trains and a great many about the car barns at Lenox avenue and 143d street, where the strike breakers were gathered. Several hundred of the strike breakers deserted the company and went into the unions.

The Interborough managers complained to Police Commissioner McAdoo that incidents such as the scaring of motormen at the Third avenue and 125th street station were due to the inactivity of the police. They said that interference with the trains and malicious mischief, such as the cutting of bell ropes could only occur through the complicity of the police.

Mr. McAdoo at once issued an order in which he told the police that they must suppress all disorder "by the use of force if necessary." Some of the older policemen seemed to find innocent amusement in the wording of this order.

On the other hand, the strikers sent a committee to Mr. McAdoo complaining that the police on duty at subway and elevated stations were all too ready to help the company out of its troubles by giving directions to passengers, opening gates, helping gatemen to shut them and otherwise performing duty which was not police duty. Mr. McAdoo said he would look into the matter.

### Militia Not Needed.

Adjutant-General Roe went to the Mayor yesterday and offered the service of the National Guard for the repression of disorder. The Mayor said that he left the matter of keeping order altogether to his Commissioner of Police, Gen. Roe then asked Gen. George F. Wingate to be in communication with Police Commissioner McAdoo, and the General at once sent his aide, Gen. Wingate, to the Commissioner.

Mr. McAdoo assured Gen. Wingate that he had no idea that the National Guard would be needed at any time, that the police were fully equal to the situation, and while perfect order nor lawlessness was anticipated, the department was fully capable of meeting it if it occurred.

Quickest Line to Cleveland.  
Leave New York 2:32 P. M. arrive Cleveland 7:15 P. M. (morning). Chicago 12:30 P. M. arrive 2:30 P. M. St. Louis 9:45 P. M. by New York Central. File Service. No excess fare—Ad.

mails were being seriously delayed by the conduct of the strikers at 125th street and Third avenue, while the city police were complacent.

Mr. Henkel will probably serve notice on the strikers to-morrow that they must let the mails go through or get up against the order preserving forces of the United States Government. The strikers said last night that they had no desire to do anything to get folks from Governors' Island and after them.

The general attitude of the parties to the strike yesterday was about this: The company said that it had already won and was doing far better than it had expected; 5,000 new men had been hired and the company had already 200 more motormen than it needed; the chief difficulty was in getting ticket sellers, who work under bond.

A hundred or more Columbia students, full of the desire for a new thing, went down and offered themselves as Interborough employees. Four were promptly accepted. They are football players, and their presence along the road had a restraining effect on belligerent strikers after the news of their employment got around.

### Baseless Tales of Accidents.

At the men's headquarters a bureau of scandal dissemination was set afoot. All sorts of rumors of accidents were put in circulation and all who called were supplied with particulars as to the untrustworthiness and general loathsomeness of the Farley strike breakers.

It was told that a thousand or more men had already deserted Farley and that the unions had many spies among the strike breakers who were doing very effective missionary work.

There were reports abroad that serious differences had arisen between President Mahon, the head of the international organization to which the striking unions belong, and Strike Leaders Pepper and Jencks. The strike has been called in a rather unusual manner, and the counsel of the international officers of the unions was not asked.

There was even a report that the unions which had gone into the strike might be expelled. It was stated that the unions had offended the superior organization by not preceding the strike with an arbitration offer.

Certainly the officers of the Civic Federation say that they do not feel that they can go into the matter of settling the strike now until an arbitration movement is started on both sides and are inclined to resent the starting of the strike without such a movement.

### No Power House Strike Likely.

The strikers pinned their faith yesterday to a possibility that the men in the Interborough power houses might join them and thus tie up the road. If the statements of the men in the power house at Fifty-ninth street and Eleventh avenue are to be believed, the employees there will certainly not join the strikers and attempt to cut off the company's electricity by which the elevated and subway systems are operated.

The power house men said last night that they are not members of any union and that they are satisfied with the treatment they are receiving from the company.

About twenty policemen were on duty last night in front of the Fifty-ninth street power house and they were having an easy time. There were no strikers in the vicinity.

At the power house at Seventy-fourth street and the East River there was another police guard and no strikers in sight. The employees there kept the doors closed and no information could be obtained. The machinery appeared to be working at full blast.

### Company's Fighting Headquarters.

The Interborough company made elaborate preparations yesterday for fighting the strike, with its offices in the Park Row Building as headquarters. Cots have been placed in the offices of Mr. Hedley and Mr. Bryan on the twenty-third and twenty-fourth floors. Telegraph wires have been put in and by means of these and the telephone the office is kept in touch with all parts of the extensive system.

The elevated lines and the subway have a telephone system of their own which connects directly with Mr. Hedley's offices. Trouble at any station is quickly reported over these lines. All day yesterday men were busy taking down bulletins.

While the offices in the Park Row Building will be the working headquarters, Mr. Hedley and Mr. Bryan have a private room at the Astor House for their use. James Farley also has a room in the Astor House. The management of the hotel was asked yesterday to deny that any of these officials were there, in spite of the fact that Mr. Bryan and Mr. Hedley spent nearly all day there, sending their orders over to the Park Row building for transmission.

Early in the day there seemed to be a feeling of optimism about the offices of the company, due to the fact that there had been no hiatus between the time when the men struck and that when all lines had trains running with the new men. In the afternoon, when reports of violence began to come in and of interruptions to traffic due to this cause, this feeling of optimism was not so apparent. Except for one statement issued last night and printed elsewhere, Mr.